

RAILROADS.

LOCAL TIME TABLES.
Texas and Pacific Railway.

Station	Arrive	Depart
Fort Worth and Ft. Worth	7:50 p. m.	7:55 a. m.
Fort Worth and Ft. Worth	8:30 a. m.	6:40 p. m.
Fort Worth and Ft. Worth	10:30 p. m.	5:30 a. m.
Fort Worth and Ft. Worth	11:35 a. m.	3:00 p. m.
Fort Worth and Ft. Worth	4:30 p. m.	10:35 a. m.
Fort Worth and Ft. Worth	6:05 p. m.	9:05 a. m.
Fort Worth and Ft. Worth	10:30 a. m.	4:05 p. m.

Transcontinental Division.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	3:55 a. m.
Fort Worth and St. Louis	7:00 a. m.	8:45 a. m.
Fort Worth and St. Louis	7:00 a. m.	7:00 a. m.
Fort Worth and St. Louis	7:10 p. m.	7:30 p. m.
Fort Worth and St. Louis	8:45 a. m.	9:05 a. m.
Fort Worth and St. Louis	6:45 p. m.	8:10 p. m.

Fort Worth and Denver.

Station	Arrive	Depart
Fort Worth and Denver	8:30 p. m.	9:30 a. m.
Fort Worth and Denver	11:00 p. m.	4:30 p. m.

Gulf, Colorado and Santa Fe.

Station	Arrive	Depart
Gulf, Colorado and Santa Fe	11:35 a. m.	11:40 a. m.
Gulf, Colorado and Santa Fe	8:10 p. m.	8:10 p. m.

Fort Worth and New Orleans.

Station	Arrive	Depart
Fort Worth and New Orleans	9:00 a. m.	5:40 p. m.
Fort Worth and New Orleans	7:10 p. m.	9:10 a. m.

Fort Worth and Rio Grande.

Station	Arrive	Depart
Fort Worth and Rio Grande	9:00 a. m.	5:40 p. m.
Fort Worth and Rio Grande	7:10 p. m.	9:10 a. m.

St. Louis and Memphis.

Station	Arrive	Depart
St. Louis and Memphis	7:10 p. m.	8:30 a. m.

Weatherford, Mineral Wells and North.

Station	Arrive	Depart
Weatherford, Mineral Wells and North	7:10 p. m.	8:30 a. m.

TABLE OF DISTANCES.

The following table shows the distances from Fort Worth to some of the important points in Texas and outside of Texas.

MISSOURI, KANSAS AND TEXAS.

Station	Miles
Chicago via St. Louis	1,000
St. Louis	1,000
St. Paul	1,000
Minneapolis	1,000
Denver	1,000
Portland	1,000
Seattle	1,000
Vancouver	1,000
Portland	1,000
Seattle	1,000
Vancouver	1,000

TEXAS AND PACIFIC.

Station	Miles
El Paso	1,000
San Antonio	1,000
Fort Worth	1,000
Dallas	1,000
Wichita	1,000
Omaha	1,000
Lincoln	1,000
St. Paul	1,000
Minneapolis	1,000
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KATY'S BOSSES HERE

President Cross and Party are in the City.

TO HAUL FREIGHT BY WAGONS.

Boerne Merchants will Boycott the New Rates—A Drummer Gets Damages. Commodity Tariff No. 10-A. New Road Chartered.

Katy Officials.

Last evening a special train having on board President and General Manager Cross, General Superintendent Frey and other officials of the Missouri, Kansas and Texas, arrived in the city from the North and passed the night here. Their visit is significant to the public, though the frequent visits of these gentlemen and the information from them is of little consequence to the fact that they are very favorably disposed toward the city. The gentlemen will resume their southward journey to-day.

The Illinois Central Move.

A Memphis dispatch says: It looks as if the Illinois Central has designs upon the Louisville, New Orleans and Texas, and in railroad circles it is stated that the Illinois Central will soon be in the city. It is said that the Illinois Central has been in the city for some time and is trying to buy its rival for Mississippi valley trade.

Tail Lights.

The Denver has its hands full moving cattle.

J. I. Harris, livestock agent of the Wash. country in yesterday's session.

Cattle and cotton are the principal articles of freight traffic now occupying the attention of the railroads.

W. H. Quigg, commercial agent of the Missouri, Kansas and Texas railway, is out hustling his business.

E. W. LaBonne, general passenger and ticket agent of the Cotton Belt, will arrive this morning from St. Louis.

Vice-president and General Traffic Manager Waldo of the Missouri, Kansas and Texas passed through the city yesterday evening, en route to Austin and San Antonio.

To Haul Freight by Wagon. Special to the Gazette.

SAN ANTONIO, Tex., Oct. 27.—The railway commission has fixed the weight rate from San Antonio to Boerne, the seat of Kendall county, at 20 cents to 25 cents per 100 pounds. The old rate was 20 cents.

Most of the merchants will have their goods hauled by wagon.

An Inspection Tour. Special to the Gazette.

DENVER, Grayson County, Tex., Oct. 27.—A special train arrived in the city this morning from the Missouri, Kansas and Texas railway, with the following officials: President H. C. Cross, Superintendent J. J. Frey, Division Superintendent L. W. Welch and Vice-President J. Waldo. After a brief inspection of the Denver offices they went south.

Fisher Awarded Damages. Special to the Gazette.

SAN ANTONIO, Tex., Oct. 27.—M. F. Fisher, a well-known commercial traveler, was today awarded \$12,000 damages against the Missouri, Kansas and Texas railway company for injuries sustained in a wreck near San Marcos on December 16, 1900. The testimony showed that Fisher had his mental and physical condition badly shaken by the accident. The suit was for \$50,000.

A New Road Chartered. Special to the Gazette.

AUSTIN, Tex., Oct. 27.—Chartered—The Pan-American railway for the building of a railroad from Victoria to Brownsville, a distance of 240 miles. The incorporators are chiefly Eastern people and are as follows: J. B. Wells, R. J. Kleberg, R. W. Clayton, William Davis, George Vineyard, Joseph Shely, W. B. Hopkins of Texas, and Thomas F. Pierce, J. S. Anthony, J. J. Sullivan, George H. Towle, J. M. Crosby, W. McDermott, Henry R. Valpey, George A. Hatch of Boston, and F. A. Whitney of Westminster, Mass. Principal office at Victoria, capital \$3,000,000.

Commodity Tariff No. 10. Special to the Gazette.

AUSTIN, Tex., Oct. 27.—The commission today issued a commodity tariff. No. 10, on cotton and fire-brick, stone and sand. On cotton and fire-brick the rates differ slightly, being a trifle higher for distances up to 150 miles, where they become and continue the same. The minimum rate on common brick is 62½ cents per thousand and 20 cents on fire-brick for twenty miles; the respective rates are \$1 and \$1.10 for fifty miles, and \$1.20 and \$1.30 for 100 miles; \$2 and \$2.30 for 150 miles. The maximum is \$7. The rate on stone and sand varies from 3½ cents per hundred pounds as a minimum to 18 cents for the maximum. The same conditions and exceptions are contained in the tariff. It is effective November 10.

To Enforce Penalties. Special to the Gazette.

ATLANTA, Ga., Oct. 27.—The interstate railway commissioners applied through the circuit court for the enforcement of penalties against the Cincinnati, New Orleans and Texas Pacific, Western and Atlantic, and Georgia Pacific railways for refusing to abide by the commission's decisions.

A Meeting of Trainers. Special to the Gazette.

SEDAHIA, Mo., Oct. 27.—The locomotive engineers, conductors and railway trainmen held a meeting here and appointed a committee to arrange a meeting in the near future of delegates from all orders of railway men to federate all employees of the Missouri Pacific system.

Prize Election. Special to the Gazette.

ST. LOUIS, Mo., Oct. 27.—At the annual meeting of the stockholders of the St. Louis and San Francisco railroad held at the general offices of the company this afternoon the following board of directors were elected: J. I. Davis, E. C. Simmons, Alvin Mansur, George C. Magee, Thomas Baring, Cecil Baring, John J. McCook, William Lobley, George J. Gould, Alden Spear, Russell Sage, J. W. Reinhardt and Allen Marvel.

A Colorado Association. Special to the Gazette.

ST. LOUIS, Mo., Oct. 27.—The commissioners of the Western traffic association met here today. The first day's session was consumed in consideration of the withdrawal of the Denver and Rio Grande, Denver, Rio Grande and Western, Colorado Midland and Union Pacific lines from the Western traffic association and the formation by these lines of the Colorado association. This action was opposed by the Missouri Pacific, Rock Island, Atchafalaya and Burlington. The commissioners will to-morrow take up the matter of coal rates to Kansas and Nebraska points.

TELEGRAPHIC BRIEVITIES.

Near Birmingham, Ala., a passenger train on the Birmingham and Atlanta railway went through a burning forest twenty feet high and was entirely destroyed. The passengers all escaped, but Engineer

Northcott and his brother, the conductor, were slightly injured.

Fire at Springfield, Ala., destroyed A. H. McEldon & Co.'s store, the postoffice, J. J. Carson's grocery company and Alford's dry goods store. The Springfield Advance office, barber shop and two unoccupied buildings. Loss, \$30,000; insurance, \$60,000.

At Evansville, Ind., the barn of the street railway company, filled with hay, the car sheds, with twenty-one cars and the stables, with seventy-five mules, Hess' butcher shop and seven dwellings, in all valued at \$75,000, burned at midnight last night. Partially insured.

A. M. Dennison, an actor connected with the Keno company, cut his throat yesterday morning in a bath room of the hotel Ormo in New York city and died almost instantly. The cause of the suicide was dementia and illness.

Plainville, Hale County, Tex. Come to Amarillo and get the latest news at the "Hotel Amarillo," the Clifton daily stage line to Amarillo, the county seat of Hale, the best county on the central plains.

HAS A HEAD ON HIM.

Blaine Suggests Going Slow on the Chilean Matter.

THEY WOULD PULL A LETTER

That Was Written to Rudini that Would Make Us Feel Funny—We May Have to Fight, But It Will Be Later On—Elkins Again.

Blaine Quits Ben. Special to the Gazette.

WASHINGTON, Oct. 27.—The Chilean difficulty continues the sensation of the hour. Without having received any additional information from Chile, and in the absence of any news justifying the prolongation of the "war feeling" that was rather prematurely encouraged for a day or two by the administration, it was decided today that it would be becoming and dignified to await the action of Chile upon the requests of our minister to that republic before proceeding to hostilities to compel repayment of the debt.

As West had been expected, there was a disposition at the navy department to regard as "unpatriotic" the references of newspapers to "united" the towns of Illinois, Iowa, Missouri, Wisconsin, Minnesota, Nebraska and Colorado. The 7,000 miles of this great road pass into and through the best farming regions of these great states, and the country of the Black Hills. Along the lines of the Burlington route the best opportunities in the West for investment and South-west, for the manufacturer, the merchant, the miller, the miner and the householder.

The Burlington route runs through passenger trains every day in the year between St. Louis, Chicago and Peoria, Kansas City, Atchison, St. Joseph, Council Bluffs, Omaha, Lincoln, Denver, St. Paul and Minneapolis, making connections at these points with all Eastern and Western roads, and giving the traveling public unequaled facilities.

For speed, safety, comfort, character of equipment and track, and efficient service for passengers and freight, it is unequalled. Send ten cents in postage stamps to the General Passenger Agent and get a handsome wall map of the United States and a descriptive folder of the train service.

For further information, tickets, rates, maps, etc., call on your nearest railroad agent, or write to A. C. Daws, General manager, St. Joseph, Mo.

Not Open Yet. Special to the Gazette.

GETTIE, O. T., Oct. 27.—Hundreds of boomers are daily flocking into the Nez Perce reservation, hunting corners, selling their goods and staying under the belief that the reservation is now public lands under the treaty made with the Tonkawas last week. Secretary Noble telegraphs to-day, however, that the action of Congress is necessary before the land can be opened, and the troops of cavalry under Capt. Woodson are ordered to arrest and eject all persons attempting to settle.

Paris Federal Court Notes. Special to the Gazette.

PARIS, Tex., Oct. 27.—In the Federal court the arson case against Joe Sewell for burning the house of Aaron Hogan, which has been before a jury for several days, resulted in a mistrial, as the jury could not agree.

The case against J. H. Mathews for killing A. H. Mathews at Erin Springs in Pikes county, Chickasaw Nation, is on trial in the Federal court and is now in the hands of the jury.

Oklahoma Prairie Fire. GETTIE, O. T., Oct. 27.—The district burned by the prairie fire is ten miles wide and fifty miles long. Fifty farmhouses on the Cimarron river were burned and a number of people are missing. The village of